## RUSSIANS AWED BY THE TSAR

His Wonderful Personality and Pewer Over His People.

THE EMPEROR NICHOLAS I. Stories of His Fearless Gaze. The Leader of Certain Rioters Deterred From His Purpose to Kill the Emperor by One

Terrible Glance.

Emperor Nicholas I., great-grand-Emperor Nieholas I., great-grand-father of the present young tsar, in-spired the Russians with awe at the wery beginning of his reign, says the Youth's Companion. His oldest brother, Alexander I., was childless and the next heir to the throne was Constan-ting the second, brother, Nieholas, her tine, the second brother, Nicholas, being third.

But Alexander made Nicholas his

heir by an edie, Constantine recogniz-ing his own incapacity to become em-peror. Nevertheless, when Alexander died, there was a conspiracy to put Con-stantine on the throne, and an immense crowd gathered before the equestrian statue of Peter the Great in the great square of St. Petersburg, to support three regiments of troops who had pledged themselves to carry out the

plot.
Nicholas ordered several regiments to face the rioters, and rode forth surpounded by his staff and confronted the growd. An officer gallaped from the mutinous regiments, his right hand thrust into the breast of his uniform. The emperor advanced alone to meet

him. "What do you bring me?" asked Nicholas, when they halted at a sword's length from each other.

The emporor's fearless gaze unnerved the officer. His hand moved convul-sively under his uniform; without say-

ing a word he turned his horse and rode back to his associates.

"The tsar looked at me with such a

ferrible glance that I could not kill him," said he to those who loudly asked him," said he to those who loudly asked why he had not executed his purpose. Once when the cholera was raging in 6t. Petersburg a howling mob was shouting that the nobles and the Jews had caused the terrible disease. Nich-olas went into the midst of the crazed rioters and suddenly throwing back his clark acclaimed. rionk, exclaimed: "Wretches! Down on your knees

Wretenes: bown on your knees—
Mown, everyone of you, and pray the
Pather in Heaven to pardon those sins
Int have brought the pestilence upon
you; for it is those sins that have
brought it into your homes;"

Awed by his mica and his words the
Yast mob fell on their knees in prayer.

### THE FIRST SUEZ CANAL.

26 Was Begun Centuries Before the Chris-

According to Herodotus, Pharaoh Necho, four hundred and fifty years before the Christian era, commenced the construction of a canal branching out from the Nile and traversing the desert to the head of the gulf of Suez. When about hair completed, and after the expenditure of an incredible amount of labor, says Longman's Magazine, the work was abandoned, owing to an oracle which the king had consulted warning him that if the enterprise was completed, it would be for the benefit of his enemies, the barbarians, and probably entangle the nation in foreign complexations.

Pleations.

The work was subsequently completed by Ptolemy II, and afterward restored by Trajan. The grand canal was stated as being far superior to any other canal in the known world. Its breadth was such that two galleys abreast could be navigated on it, and by It the riches and merchandise of the least-were conveyed from the Red sea to the Nile, and thence to the Mediterramean. Strong opposition was raised Muring the construction, on the ground that the land through which it passed being below the level of the Red sea, the canal would be the means of flood-Ang it. To overcome this difficulty a slam, or sluice, was placed across it, with doors which opened to give massage to the vessels, and then were chosed again. After the lapse of several centuries this canal was allowed to go to ruin, but traces of it still remain.

## LESSONS TO SWEARERS.

Blild Reproof Administered to Profane Persons

The eccentric George Francis Train, while traveling in a parlor car, was an-moved by the many oaths with which several men interlarded their conversation. Determined to rebuke them, he joined in the talk, exclaiming again and again:

"Shovel, tongs and poker!" "Mr. Train," said one of the men at bast, wearied with the recurring ex-Clamation, "why do you use that non-sensical phrase?"

"That is my way of swearing," answered Train: "and it is no more non-sensical and far less blasphemous than your oaths. I'll quit if you will.

There was no more swearing during the journey. The Christian describes enother lesson given to a swearing stuclent:

A late distinguished president of one of our western colleges was one day walking near the college, with his slow and noiseless step, when a youth, not observing his approach, while engaged in cutting wood, began to swear profunely in his vexation.

The doctor stepped up and said:
"Give me the ax," and then quietly
chopped the stick of wood. Returning the ax to the young man, he said in his peculiar manner: "You see now the peculiar manner: "You see now ! wood can be cut without swearing."

## THE MODERN OYSTER STEW. A Middle-Aged Man Contrasts It with the Stew of Before the War. "When I was a boy, before the war," said a middle-aged man to a New York Sun reporter, "the price of an oyster stew in a good, ordinary restaurant was twolve and over the state of the price of the state of the stat

eral get up and get, and dash and style and comfort, the old stew couldn't be-gin to compare with it. The modern

oyster stew is one of the many things that we do an everlasting sight better

SO VERY FUNNY.

The Senseless Relteration of a Meaning-less Expression.

If people considered what they are about to say, they often would not ex-

volved."

"That's funny! How did it happen?"

"Well, I was sick for six months, and
my business ran down frightfully."

"That's funny! But I know all
about it. I was sick myself a year, and
had to shut up my office and let everything go. It's funny how things overtake a man."

"Then my little girl died in al.

"Then my little girl died in al.

"Then my little girl died in the sum-mer, and the loss has almost crazed my

wife."

"Well, well, that's too bad. It's funny I never heard of it."

"Well, you know we don't advertise our afflictions any more than we can help. I suppose you heard of my brother's misfortune? His wife was killed in a railroad accident."

"Who? It's fund heart heart."

"What? It's funny, but I never heard of that, either. When did it happen?"

"Well, it is funny I never heard of

The chronieler thought he had heard enough "funny things" for once.

PRODUCTS OF THE ROSE.

to light. Numerous costly varieties of roses are grown in America for orna-

rose is the lavorice, while in the sound of France the Provence rose—the cal-bage rose of England—is cultivated commercially. But while much atten-

tion is generally given to the development of the color, form and size of th

flower, the great possibilities of the

beautiful petals in the generation of

cultivation is often as distinctive and

mantle harmony.

Six weeks ago."

than we did.'

volved.

wife.

The Cathedrals Were Magnificent in Architecture. stew in a good, ordinary restaurant was twelve and one-half cents. The price has gradually gone up, until now in a good restaurant an ordinary stew costs twenty-five cents. In the old restaurant there was a cloth upon the table, but this cloth, unless you happened to find it when just put on, was very apt to be frescoed with coffee stains. There were catsup and sinegar, and so on, some of them, perhaps, in bottles

## BEGINNIG ELEVENTH CENTURY

THE EARLY TOWNS IN EUROPE

The Small, Clumsy Huts of That Period in Those Countries Gave Place to Wonderful Transformation. Dotted With Rich. Cities. Grand Cathedrals.

so on, some of them, perhaps, in bottles in a caster. Perhaps the waiter gave you a pickle or two. The light was not very bright. The waiter brought the stew in an oyster plate, and as the hot broth washed about a little in the plate as he carried it and set it down you At the beginning of the eleventh century the towns of Europe were small clusters of miserable huts, adorned but with low, clumsy churches, the build-ers of which hardly knew how to make an arch, says the Nineteenth Century. The arts, mostly consisting of some weaving and forging, were in their inas he carried it and set it down you were afraid it might burn his thumb. But the oysters were good. Let me pause to remark that the oyster is something to be greateful. weaving and forging, were in their infancy; learning was found in but few monasteries. Three hundred and fifty years later the very face of Europe had been changed. The land was dotted with rich cities, surrounded by immense thick walls, which were embellished by towers and gates, each of them a work of art in itself.

The cathedrals, conceived in grand style and profusely decorated, lifted their bell towers to the skies, displaying a purity of form and a boldness of imagination which we now vainly something to be grateful for.
"To-day the table, without a cloth,

"Today the table, without a cloth, perhaps, is of cherry or mahogany, finely polished. For a cloth there is spread before you a napkin of ample dimensions and bright and fresh. The pickle is chopped up celery, and very good. You get two kinds of crackers, and plenty of them, and a generous portion of French bread. The butter comes in a sightly little cone. The table furniture is all good—dishes, glass, everything; the spread before you is agreeable to the eye and the whole seen is brilliantly lighted with the modern incandescent electric lights. The stew comes in an oval dish that rests upon a plate; I don't like to cat out of such a dish so well as I do out of a plate, but you know, at least, there's ing a purity of form and a boldness of imagination which we now vainly strive to attain. The crafts and arts had risen to a degree of perfection which we can hardly boast of having superseded in many directions if the inventive skill of the worker and the superior finish of his work be appreciated higher than rapidity of fabrication. The navies of the free cities furrowed in all directions the northern and southern Mediterranean; one effort more and they would cross the oceans. out of such a dish so well as I do out of a plate, but you know, at least, there's no danger burning the waiter's thumb. The oysters are good, the whole arrangement is away beyond the stew of the war. It costs more, but are we not better able to pay for it? For general get up and get, and dash and style and comfort, the old stew couldn't be. more and they would cross the oceans. Over large tracts of land well-being had taken the place of misery; learning

had grown and spread.

The methods of science had been claborated; the basis of natural philosophy had been haid down and the way had been paved for all the mechanical had been paved for all the mechanical inventions of which our own times are so proud. Such were the magic changes accomplished in Europe in less than four hundred years. And the losses which Europe sustained through the loss of its free cities can only be understood when we converte the sevenloss of its free cities can only be under-stood when we compare the seven-teenth century with the fourteenth or thirteenth. The prosperity which formerly characterized Scotland, Ger-many, the plains of Italy, was gone. The roads had fallen into an abject state; the cities were depopulated, labor was brought into slavery, art had van-ished, commerce itself was deceavary. about to say, they often would not ex-press themselves as they do. This is especially true of words which are used in a sense quite different from that which really belongs to them. Here is an extract in point from a dialogue overheard by a writer in the Cincinnati Commercial Gazette:
"Halle my fined! Many shed, commerce itself was decaying.

## HE WAS INCONSISTENT.

Senator Tips Two Walters While Denounc. ing the Practice of So Doing. The able and distinguished reformer

Commercial Gazette:

"Hello, my friend! How are you
making it?" says one business man to
another, meeting him on the street.

"Not very well. My business has
gone to pieces, and I am becoming inwas discussing the tipping system with a plain, ordinary traveling salesman,

a plain, ordinary traveling salesman, while they were taking dinner on a dining car.

"The exorbitant fees," he said, "which are bestowed on servants is but another instance of a tendency to be overgenerous, which once reduced to a custom, becomes the severest kind of tax, in that it is likely to affect the warmest-hearted people. Why, my dear sir, should we pay the twenty-five cent fees? Why, indeed, the ten cent fee? Why any fee to the porter? He is paid his wages, or, at least, is supposed to have been paid his wages. Passengers pay their fares. They pay extra for reserved seats. The railroad companies and the Pullman company, extra for reserved seats. The railroad companies and the Pullman company, one or the other or both, then taxes the traveling public with the wages of these servants. It is absolutely wrong; it is outrageous, sir, and might better be the business of highwaymen."

They left the table about this time, and the able statesman says the De-

They left thr table about this time, and the ablo statesman, says the Detroit Free Fress, quite unconsciously dropped a dime into the hand of the waiter as he moved away. "As I was as gotten into the smoker, "the whole thing is an outrage. These words seem hard. They are intended to be hard. The abuse is hard. It is a blackmail which a free American public ought in all deceney to resent, but which, regrettable as it is to say it, the American people in extreme good nature continue to submit to. We should push the legislation, sir, for regulating these Pullman fares, and push the erusade against the tipping system. Resent this blackmail, sir, resent it to the uttermost limit." Countries Where the Odor Is Extracted for Commercial Use.

In a treatise on the rose and its odors some interesting facts in relation to that popular flower have been brought mental purposes, but in most other countries the cultivation is carried on for the sake of the manufacture of essenses. The art of distilling roses originated in Persia about 1612, and in 1684 it is certain that the attar of roses was made on a large scale at Shiraz. At the present day the odorous products of the rose are extracted in Bulgaria, France, Germany and, to some extent, in India, Persia, Tunis, Algeria, Morocco and Egypt. In Bulgaria the red damask rose is the favorite, while in the south of Emperation of Exercising States. resent it to the uttermost limit."

"Brush you off, sir?" put in the por ter at this point with a gracious smile, and the able statesman stood up, ter at this posi-and the able statesman stood up, turned himself around to the porter's wisp, kept on talking, and paid the ie was about.

Then he wanted to know what made the traveling man smile.

varieties of perfumes have been hitherto A physician describes, in the Atlanta Journal, a remarkable case of a pa-tient's confidence in his physician: When I was a student in Philadelphia I but imperfectly understood. There are experienced gardeners who can discriminate many species of rose in the dark, recognizing them by their perfunes, and it is found that exquisite effects can be produced by the crossing of varieties having special odorous characteristics. In fact, scents are almost as amenable to scientific combination as had a patient, an Irishman, with a broken leg. When the plaster bandage was removed and a lighter one put in its place I noticed that one of the pins went in with great difficulty and I could not understand it. A week afterward, in removing this pin, I found that it the notes of the musical scale, and the result of a happy blending of odors by had stuck hard and fast, and I was forced to remove it with the forceps. charming as the sound of a rich, ro What was my astonishment, on making an examination, to find that the pin had been run through the skin twice After the Grip.
diphtheria, pneumonia, 2-carlet fever, typhotid fever, etc., Hoods Sursaparilla is of
wonderful benefit in imparting the strength
and vigor so much desired. instead of through the cloth. "Why," Pat," said I, "didn't you know that pin Pat," said I, "didn't you know that pin was sticking in you?" "To be shure I did," replied Pat, "but I thought you knowed your business, so I hilt me tongue." Hoon's Pulls for the liver and howels act casily yet promptly and effectively

### TRAVELERS GUIDE.

CLYDE'S REGULAR LANE STEAMSHIPS FOR PHILADELPHIA—Only direct pull for them Norfolk to I'l hadel him. DENSED SCHEDULE.

DENSED SCHEDULE.

IN EFFECT NOVEMBER 18, 1894.

STATIONS.

No. 23
Daily expands of the Railroad Policy of the Railroad Constituence of the Railr

OR RICHMOND, PETERSEURG, OLD FO NT CLAREMONT, NEWPORT NEWS and James CLABEMONT, NEWPORT NIWS and James Technology, and the company's Elegant Stemer Prof. MIONY AS, leaves Clyde's Whit, Norfoll, every TUEDAY, leaves Clyde's Whit, Norfoll, every TUEDAY, THUESDAY and SATURDAY at 7 at m, touching at Fortsmouth, Old Point, Newport News going at Cortsmouthing, arriving at Unimonal about 5 p. m., connecting with all evening trains. Fate to Richmond and return S.2.50, are to Richmond Secondalists, St. Tieres much chemical theory than by any contentions. achinous St.50, fare to be a second law St. The 2.50 are to Richmond st. The 2.50 are to Richmond Law St. The 2.50 are to Richmond law St. The 2.50 are to Richmond law St. The 2.50 are to Albands and Davids and St. The 2.50 are to Albands and St. The 2.50 are to

## A TLANTIC AND DANVILLE RAILWAY

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Leave West Norfolk, daily, g. 15 a. m.
For Danville and nit intermediate stations, arriving at Ramville at 5.25 p. m.
Leave Nortolk, g. 25 p. m.
Leave Nortolk, g. 25 p. m.
Leave Mest Norfolk, f. 15 p. m.
For Lawrenceville and intermediate points, arriving Lawis nearitie at 2 p. m.
Leave Lawrenceville and intermediate points, arriving at francisle daily everyt sanday) at 6
8. m., arriving at franville at 10 a. m. Jeffress Junotion for all points in the Southern Kallway system, and Lennicton Junction for Darham, south faston and Lennicton Junction Furtham, south faston and all points on the Burham. Physician of the N. & W. B. R.

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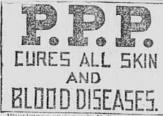


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Headache, yet Carten's Living Lives Phila are equally valuable in Constipation, curing and preventing this annoying compliant, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

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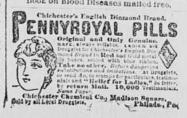


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E. ST. JOHN, Vice-President, General Manager.

### TRAVELERS GUIDE.

VORFOLK AND OCEAN VIEW RAILROAD, CHEDULE OF TRAINS IN EFFECT APRIL

181	, 1895.
cave Norfolk, 5-15 n. m. 7-60 a. m. 1-30 p. m. *3-30 p. m.	Leave Ocean View, 615 a. m. 11:30 a. m. 12:30 p. m. 615 p. m.
SUNDA	STORD A LANGE

10 20 g. m. 200 p. m.
230 p. m. 600 p. m.
Saturday only,
On trains leaving Norfolk at 5:15 and 7:00 g. m.,
and Ocean View at 6:15 p. m., the fare will be 6:
cents each way, all other trains 10 cents each way,
All trains Mop at the rathering sixthems. Princess
Anne. Asenne. Oberair, Front's, Burzard', Neck
Bosal, Shappeni's, 19th Jeann Hent, hillpot's Crozing, Oak Wood, Christian's Mill, Guy s, and all
plus satings. int stations.
H. L. Pour, Sectly and Trea. W. A. BARRITT, Ju., Gen'l M'gr.

THE NORPOLE ALE MARKE AND ATLAN
SILAW BURNESS AND ATLAN
W. VAN NORMS, Receives,
WINTER AND SPRING SCHEDULE IN
EFFECT FRIDAY, FEB. 1, 1835.

EFFECT FRIDAY, FEB, 1, 1895.

LEAVE NORFOLE.

2:10 a m., Daily ercept Sanday, Mixed, 2:25 a m. Daily. Throngo express.

2:25 p. m. Daily. Local Express.

2:25 p. m. Daily. Local Express.

2:25 p. m. Daily. Local Express.

2:30 p. m. Daily except Sanday. Local Express.

2:45 p. m. Folly except Sanday. Through Express.

2:15 a m. Daily except Sanday. Through Express.

2:15 a m. Daily except Sanday. Through Express.

2:15 a m. Daily except Sanday. Local Express.

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NORFOLK AND SOUTHERN RAILROAD COM-

SCHEDULE IN EFFECT MARCH 1, 1893.

MAII. AND EXPRES LEAVIS NORFOLK daily (except Similar) v.45 a. m. for Elizabeth Dily, February 1945 a. for Comparison of Comparison of

EVENING EXPRESS LEAVES NORFOLK 4:10 p. n. daily except sanday) for Elizabeth City, Edentic and way-failors. Cannects at Elizabeth City with the storage Netto and Newbern Mon-day, Tue-day, Thur-sley and Faturday for New-bern, Kanake Island and Morchead City, Kluston and to dishorte via A. & N. C. R. R., and for Jackson-tille, Wilmington, N. C., and all stations on the W. N. & N. R. R.

### ARRIVE AT NORFOLK.

MAIL AND EXPERSS doily dexcept Sunday) at 4200 m., and Express daily dexcept Sunday) at 11 a. m. conhoct with all and sexan lines at Norfolk for the North, East and West. Passenger and twing the state of the transfer of the August Main Street, Norfolk and Western depot.

E A SITERN CAROLINA DISPATCH, FAST FREEDING LINE AND OLD DOMINION LINE to were all point North and East via Northik and Northik and Southern Railroad to Eastern North Carolina.

Carolina.

Freight received daily and forwarded promptly at hos rares.

For parther information apply to the General Office of the N. A.S. E. R. Ca. Norroll, Va. General Sreight and Paneinger Agent, General Manager.

### Cape New York. Charles ! Philadelphia and Route | Norfolk R.R. Co.

IX HOURS QUICKER THAN ANY OTHER

THEOUGH DAY AND NIGHT EXPRESS EACH SCHEDULE IN LEFECT JAN. 20, 1895.

5. HEAVE, INTERFECT JAN. 29, 1955.

Li AVI. NORIGER,

7.45 m. in. daily, except Smiday—(Portsmouth,
High street, 1:0 a. io.) Arrive at Philadelphia 5c2 p. m. New York at Sec.

6:00 p. m. daily, (Portsmouth High street, 6:20.)

Arrive at Philadelphia 5:10 m. m.) New

ARRIVE AT NORIFOLK.

8:00 a. m. daily, (Portsmouth High street, 9:10.)

leaving New York 5 p. m.; Philadelphia

11:16 p. m.

9:00 a. m. Gaving New York 5 p. m.; Philadelphia 11:16 p. m.
ARRIVI AT NORFOLK,
8:05 p. m. sindy, except Sanday—(Portsmooth, High street, 8:15 p. m.), leaving New York at s.z. n.; Philadelphia, 19:70 a. m.
Close connection made with all rail and sound lines to and from Boston.
Pullman Sleeping Cars on night trains between Jersey City, Philadelphia and Cape Charles. Pull-philadelphia and Cape Charles. Pull-philadelphia and Cape Charles.
Philadelphia and Cape Cars on day trains between Philadelphia and Cape Charles.
Representation of Cape



CHESAPEAKE AND OHIO RAILWAY.

SCHEDULE IN EFFECT MARCH 1st, 1895. TWO FAST TRAINS FOR RICHMONDS

TWO THROUGH TRAINS FOR CINCINNATI

WESTWARD		No. 1, Daily.				No. 3, Daily,			
Ly Portsmouth Le Nortek Ly Nortek Ly Old Point Ly Old Point Ly Newport News Ly Newport News Ar Washington A Washington A Washington A Washington A Washington	88911119	05 10 40 60	Hand PP	B) 10 11 11 11 11 11	3446116	30 00 35 50 10 30	P III		
Ar Chicago	11	57	It.	211 211	0.5	50 55 50	p m		

(Daily except Sunday, No. 1, Cincinnal and St. Lonis Limited dully, inh Partor 5, Od Point to Clifton Forge and fullman Sierpers, Gardonsville to Unicinnal and L. Louis, Meals served on dining car west of the control of the Control of the Control of the Con-trol of the Control of the Contr

St. Louis. Meals served on dining car west of tentionsville.

No. 5, F. F. V., daily, with Pullman Old Point to Union and Pullman Scienting Car Gordonsville to Chelmant and Louisville. Meals served on liming Cara. Connecte as Polyungton, Va., for Vir-cinia Hot Springs. No. Smakes local stops east of Gordonsville.

ordingstile.
Steamer Louise arrives at Norfolk, daily, 12 noon
and 6:30 p. m.
For further information apply to
R. T. BROOKE, Pessenger Agent,
C. & O. Ticket Office, Granby street,
Under Atlantic Hotel,
JOHN D. POTTS,
Division Passenger Agent,

TRAVELERS QUIDE.

BALTIMORE STEAM PACKET COMPANY, (BAY LINE) REDUCED RATES BY THE FAVORITE LINE. QUICKEST PASSENGER AND FREIGHT

ROUTE BETWEEN THE NORTH AND SOUTH.

COMMENCING MONDAY, APRIL 187, 1894. Lv Portsmooth, High street. Lv Norfolk, Main street. Lv Old Paint, Hygela Pier. Ar Baltimore, Union Dock.

P. R. R. R. & O. R. R. SOUTH BOUND, P. R. R. B. & O. R. R.

.. †6 80 p m .. 7 06 p m .. 7 00 a m

The trip by these stemmers affords a most enjoyaide sail on the Chevarcakie Bay, passing through
Hampton Rich and Harmor of Norfolk, with view
of all objects and Harmor of Norfolk, with view
of all objects the steers incident to these hiscorrect localities. Here and insurpassed service in
subsans and safernous, heated by steem and
lighted by electricity.

Tickets sold to all points North. East and West
and heggage checked to destination. Staterooms
recovered upon application in person at the compary's office, No. 7. West Main street, or on board
steamer.

### Norfolk and Washington Steamboat Company.

The New and powerful iron palace steamer WASHINGTON and NORFOLK will leave daily se

| Cave Washington at | R, & O, m, R, PENN, R, R, Arrive Philadesphia at | R 800 am | 7.55 am Arrive Philadesphia at | R 11 10 am | 11 05 am Arrive Sew York | 1.55 pm | 4.35 pm

moveling an opportunity of seeing the Capital of the Nation.

The trap down the historic Potomac River and the trap down the clegant steamers of this company is unsurpassed. The steamers are comparatively new, having been built in 1891, and are little in in the most in xuriant manner with sectife lights, cell helis and steam heat in each rount. The tables are supplied with every delicaci of the season from the markets of Washington any Nortolk. Theteis on rale in B. & O. ticket office, N. A.C. office at W. T. Walke's.

To further information upply

Telephone 411.

Telephone 411.

Agent.

## Merchanis' & Miners' Transportation Go

FOR BOSTON, PROVIDENCE AND SAVANNAH Every MONDAY, WEDNESDAY and FRIDAY at 6 p. m. FOR BOSTON,

FOR PROVIDENCE. Every TUESDAY and SATURDAY at 6 p. m.

First class, including meals and saloon stateroom berth. 9 00 Second class, including meals and berth... 7 00 FOR SAVANNAH.

Every SUNDAY, WEDNESDAY and FRIDAY at

For further information apply to



PASSENGER SHIPS ARE APPOINTED TO SAIL, from Norfolk on MONDAY, TUESDAY, WEDNESDAY, THURSDAY and SATURDAY int P. N., From New York on MONDAYS, TUESDAYS, WEDNESDAYS, THURSDAYS at 3 p. m., SATUR-

Northampton, Luray, Accomack, Enola and the of Wight, sailing daily, except Sunday, Leave Company Wharf, Nortolk, F494: 04.19 F094 v - At 6:30 and 11:15 a.m., and 3:5 m.; Portsmouth, 6:45 and 10:05 and 6:50 m.; By Line Wharf, Norfolk at 7 and 11:30

at 10:00 a. m. and 3:05 p. m. t est view Post a NEWN AND SMATTE FARLED—At 2:30 p. m.; Portsmouth, 2:45 p. m.;

Bay Line Wharf, Norfolk, at 9 a. m.; returning next day.

Fo E. NANSFRIOND HIVER AND
SIFFOLK—ALSE, m.; Portsmoth, St. 19 p. m.;
connecting at suffolk with S. and C. R. R.
Freight for Mathews, Back, Poquosin, Warz,
Severa and Nansemond rivers must be prepaid.

N. E. Fill CAROLINA BUVINGON—Formerif, N. N. & W. L. L.—Steamer Albemarie leaves

Pridays at 4 a. m. carring relight, and passengers
for Washington and points on the Tar, Purgo and
Pamilico rivers.

FILLD-At 250 p. m.; Portsmouth, 2:45 p. m.;
hay Line whart, 3 p. m.;
FOR EAST AND WARE RIVERS—
Daily, except Sunday, leaving Company's whart
at 5:30 n. m.; Portsmouth, 5:45 n. m.; Bay Line
Whart, Norfolk, 7 n. m.

FOR BACK. POQUOSIN AND SEVELEVE ILVE IN-Touching at Old Point, leaving Company's whart MONDAYS, WEDNESDAYS
and FRIDAYS at 3:30 a. m.; Portsmouth, 8:46 n. m.;
Bay Line Wharf, Norfolk, at 9 n. m.; returning
next day.

DOANOKE, NORFOLK AND

BALLIMORE STEAMROAT CO.
Commencing TUESLAY, June 25th, 1894, the
steamers of this line will leave flay line wharf
every Monday and thursday at a.m. for Ballimore, and I ase blatimore, it is no. 9. Light street
wharf, every Tuesday and Saunday at 5 p. m.
Treight received daily.

WM, RANDALL,
Agont,

Telephone 2.

Division Passenger Agent.

Division Passenger Agent.

STEAMER LUCY
leaves fool Commerce street every wednesday at 4
p. m., for Plymouth and Robotoke river landings are always. Agents,
river landings. Freight received daily.

The NOTTINGHAM & WRENN CO.
Phone No. 128.

DORFOLK AND RAPPAHANNOCK ROUTE
of a add after SUNDAY, iDecember 2008, the
steamer Passe will leave Buy Likes wharf, sorting
attention of the phone and all Cashio
river landings. Freight received daily.

THE NOTTINGHAM & WRENN CO.
Phone No. 128.

WM-RANDALL, Agent, Nortolk.

teamer.
Freight will not be received after 4 p. m. to go for ward that day.
For further information apply to
Daily except Sunday.
W. RANDALL, Agent.
\*Daily.

NORTH BOUND. rs leave Portsmouth, foot of North street at 560 pm.
Leave Norlink, loot of Mathews street, 45 f0 pm.
Leave Old Point at 720 pm.
Arrive Washington at 545 a m.

The above schedule gives passengers from the North a lay over of two hours and thirty minutes in the evening before taking the steamer, thus affording an opportunity of seeing the Capital of the Nation

## DIRECT ROUTE.

FARES TO BOSTON AND PROVIDENCE

Every SUNDAY, WEDNESDAY and FRIDAY at 5 m. m. Fare-First class, including meals and berth.

Fare-Second class, including meals and bush.

Substitute Second class, including meals and bush.

Perishable Freight sent via Providence, forwarded by early train to Roston, and at the same rains by direct steamers to Roston.

For each adding anys of Easton ships, 4:30 sattling days of Providence ships.

R. H. WRIGHT, Agent, Norfolk, Va. A. D. STERBINS, Ass't Turlit M'gr. W. P. THENER, General Pass, Agent, J. C. WHITNEY, Traffic, Manager. General Offices, Raltimore, Md.



FOR EICHMOND—Ships leave Norfolk every THURSDAY a.m. and leave Newport News every SUNDAY and TULSDAY evening, arriving at Elichmond the next morning. THE SCHEDULE OF STEAMERS

a, m, and 4 p, m, FOR SP v MPTON—At 11:15 a, m, and 3:45 p, m, Bay Line, 11:30 a, m, and 4 p, m,; Portsmouth

Anniho river.
Freight for Newbern, N. C., received at N. and
H. E. depoi.
M. B. crowella,
M. B. CROWELL,
M. B. CROWELL,